X-Ray baggage Charges Housing/Parking Charges etc. is Rs. 99.94 crores during the year 1997-98. The outstanding dues from private airlines amount to Rs. 30.90 crores.

उड़ान संख्या आई सी 134/135 को निरस्त किया जाना

598. **श्री दिलीप सिंह जूदेव :** क्या नागर विमानन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने मुम्बई, अहमदाबाद, इन्दौर, भोपाल और कलकत्ता जाने वाली इंडियन एयरलाइंस की उड़ान संख्या आईसी 134/135 को निरस्त कर दिया है;

(ख) तीन राज्यों को जोड़ने वाली इस उड़ान को निरस्त करने के क्या कारण हैं ;

(ग) इसके लिए कौन से कारक जिम्मेदार हैं और क्या मंत्रालय को इस संबंध में संसद सदस्यों से पत्र प्राप्त हुए हैं, यदि हां, तो उन पर मंत्रालय की क्या प्रतिक्रिया है; और

(घ) क्या इस उड़ान को फिर से बहाल करने का कोई प्रस्ताव सरकार के विचाराधीन है, यदि नहीं, तो इसके क्या कारण हैं?

नागर विमानन मंत्री (श्री अनंत कुमार) : (क) जी, हां।

(ख) से (घ) प्रचालन कर्मीदल की कमी के कारण, यह सेवा वर्ष 1992 में स्थगित कर दी गई थी। इस उड़ान को फिर से चालू करने के संबंध में एक संसद सदस्य से अनुरोध प्राप्त हुआ था। तथापि, प्रचालन संबंधी कठिनाइयों और वाणिज्यिक प्रतिफलों की दृष्टि से इस मार्ग पर उड़ान फिर से शुरू करना कठिन है। निजी प्रचालक अपने वाणिज्यिक निर्णय के आधार पर इन सेक्टरों के लिए विमान सेवाएं प्रचलित करने के लिए स्वतंत्र है।

Loss making airports in Gujarat

599. SHRI AHMED PATEL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that most of the airports in Gujarat are loss making airports;

(b) if so, the details thereof;

(c) whether it is a fact that these airports are loss making because Indian Airlines and other Airlines are not operating on these airports as they are not suitable for big aircrafts and the airlines do not operate small aircrafts;

(d) if so, whether Government propose to direct IA to operate small aircrafts to and from these airports to make them profitable; and

(e) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR) : (a) Yes Sir.

(b) Apart from Ahmedabad airport, which is making profits, all other airports in Gujarat namely Bhavnagar, Deesa, Kandla, Keshod, Rajkot, Jamnagar, Porbandar, Vadodara and Bhuj (Civil Enclave) are making losses.

(c) to (e) Indian Airlines, Alliance Air, Jet Air and other private operators are operating to the airports in Gujarat, except to DEESA Airport. At present Indian Airlines do not have adequate fleet of small aircraft. Indian Airlines, Jet Airways and Sahara Airlines have plans for acquiring' smaller aircraft. Once this happens, the situation is likely to improve.

Gujarat's Share in International passenger traffic

600. SHRI AHMED PATEL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that for international traffic the share of passenger traffic in Gujarat compared to the total passenger traffic of the country is very very low;

(b) if so, the details thereof;

(c) whether this is due to lack of international airports, flight operations and other air facilities in the State; and

(d) if so, what action Government propose to remove the bottlenecks and increase passenger share of the State in international air traffic?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) and (b) Yes, Sir. During 1996-97, the total international passenger traffic handled in the country was 122,09,816, out of which Gujarat accountedfor just 1,00,802 passengers (0.83%).

(c) and (d) Indian Airlines operates 7 weekly flights to Kuwait, Muscat & Sharjah from Ahmedabad at present. Airports Authority of India has also taken up upgradation/expansion of runway, apron & associated works at Ahmedabad airport to make it suitable for the operation of B-747 type of aircraft and tenders are likely to be invited by August, 1998.

Improvement in Designs of Ageing Aircrafts

601. DR. MOHAN BABU: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether any project has been undertaken to improve the designs of the ageing aircraft to extend their life; and

(b) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) and (b) No, Sir. The Civil registered aircraft operated in India are maintained as per the guidelines issued by the DGCA. Tine manufacturers' requirements on ageing aircraft such as Corrosion Prevention and Control Programme (CPCP) and Supplementary Structural Inspection Programme (SSIP) are carried out by the operators in addition to structural modifications issued by the manufacturers from time to time to ensure structural integrity to maintain the old aircraft. This programme takes care of continued airworthiness of the aircraft throughout its service life.

Demand and Availability of Seats in Airlines

602. SHRI RAJNATH SINGH SURYA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) how many seats are in .demands by the passengers in the country every day;

(b) what are the availability of such seats airlines-wise every day; and

(c) in case of gap in what way Govern ment propose to fill it?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) to (c) The average number of passengers carried and the availability of seats per day are as follows:

	Avail-ability	Passen-gers carried
Indian Airlines (including Alliance Air)	28,850	19,274
Jet Airways	16,400	11,600
Sahara India Air-lines	3,266	1,536.
Archna Airways	102	87

In the civil aviation field, supply creates the demand. Various steps are being taken to encourage the growth of the airlines so as to enhance the availability of air transport facilities in areas which are unserved or under-served presently.

Financial Performance of AI

603. SHRI YERRA NARAYANA-SWAMY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the financial performance of Air India was below par in the financial year 1996-97 and 1997-98;

(b) whether any in house survey of audit been done of the potential lapses of top management in this regard;

(c) if so, details of these findings;

(d) what were the causes of Air India's poor services and image during the financial year 1996-97 and 1997-98;

(e) whether responsibility being fixed on the personnel associated with this downslide; and